From:	Latonya Vincent <lvincent@trumpnational.com>
Sent time:	03/27/2018 03:17:26 PM
To:	Elias Sassoon
Cc:	Selim (Selim@sawayaeng.com) <Selim@sawayaeng.com>; Larry Glick <lglick@trumporg.com>; Jill Martin <jmartin@trumpnational.com>
Subject:	Tract 50666
Attachments:	3-27-18 Ltr to E. Sassoon re Costa de las Islas.pdf

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Elias,

Please see the attached letter dated March 27, 2018.

Thank you,

LaTonya Vincent
Executive Assistant to Jill A. Martin, Esq. and Matthew J. Cute, Esq.
Trump National Golf Club Los Angeles
One Trump National Drive | Rancho Palos Verdes, CA | 90275
Phone: 310.303.3270 | Fax: 323.282.3629
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Trump National Golf Club

March 27, 2018

VIA E-MAIL: Esassoon@rpvca.gov
Elias K. Sassoon, Director of Public Works
City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275

Re: Tract 50666 - Costa de las Islas Intersection

Dear Elias:

As a follow-up to our meeting yesterday, we write to address your question regarding the feasibility of moving the entrance of Costa de las Islas from Palos Verdes Dr. South ("PVDS") to Trump National Drive.

As a preliminary matter, as the City is well-aware, VH Property Corp. ("VH") has secured the right, through the vested tentative tract map and the development agreement, for the entrance of Costa de las Islas off of PVDS. In reliance upon the understanding that the City would uphold its legal obligations attendant with the development agreement and vested map, VH has, and continues to, expend time and money meeting all development conditions, including but not limited to, completing the following:

- Constructing, improving, and maintaining the park at the intersection of PVDS and Trump National Dr.;
- Constructing, improving, and maintaining Halfway Point Park;
- Dedicating the land for the two parks above and the beach (66.5 acres) at no cost to the City (and an additional 35 acres will be dedicated);
- Constructing, improving, and maintaining all the trails and amenities within the property (this includes 3.5 miles of bicycle trails and 6 miles of pedestrian trails);
- Constructing, improving, and maintaining three parking lots and public restrooms for community use;
- Widening and improvements to PVDS from the City's eastern border to Schooner Dr.;
- Constructing multiple storm drain systems with pipes larger than 48 inches to mitigate **offsite** flooding, erosion and land movement;

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- Completing the grading of the pads within the tract, as approved by the City through a grading permit; and
- Obtaining approval of the location of the street intersection from the City's Traffic Safety Committee in December 2017 – this entailed extensive analysis and evaluation, including multiple expert reports and public hearings.

Accordingly, while it is our position that entertaining moving the entrance to Costa de las Islas is a waste of time and resources, per your request below is a list of reasons (in addition to the fact that legally the City may not require us to move the street entrance) why it would be infeasible to change the street entrance[1]:

- There is an approximate 40-45 feet elevation differential between the end of Costa de las Islas and Trump National Drive. This would require the raising of the street (40-50 feet) and adjacent pads (6 pads) to create appropriate access. Raising the pads would situate the structure above the elevation of PVDS, significantly (and virtually eliminating) views from the homes on the other side of PVDS. Additionally, raising the pads would require importing at least 120,000 cubic yards of soil – the equivalent of at least 10,000 trips.
- In order to accommodate the road connection to Trump National Drive, it would be necessary to encroach upon the environmentally sensitive area of Forestall Preserve and potentially encroach upon the slopes of the already developed park area.
- The drainage system for Forestall Drive that was constructed to mitigate the flooding of PVDS at Forestall Drive was designed to sustain 10 feet of earth surcharge. A change in road design would require an additional 40 feet of surcharge (totaling 50 feet of surcharge), an amount the system is not capable of handling. Accordingly, a change in road design would require the removal of the already constructed drainage system and replacement with stronger conduits and pipes to accommodate the increased surcharge.

Please also keep in mind that when the project was originally approved, it included an additional 16 lots, lots that VH has voluntarily eliminated from its development plans. As now proposed, Costa de las Islas services only 12 homes.

In sum, not only is a change to the location of the entry of Costa de las Islas infeasible, but would also constitute an unlawful action by the City. Any action in this regard would impede VH's ability to timely finalize its tract map. We hereby reserve all rights should the City take any actions inconsistent with VH's rights.

[1] VH provides this list as a non-exhaustive list and reserves all rights to modify, supplement, or amend this list at any time.

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Should you have any questions or wish to discuss further, please let us know.

Very truly yours,

Jill A. Martin

Jill A. Martin. Esq.

Cc: Selim Sawaya
Lili Amini

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